



# PIT SIGNALS



LATE BRAKING NEWS FOR THE VARAC VINTAGE RACER - By JEREMY SALE May 2015



*BEMC  
Season Opener...*

Dave Clark and Dave Myers are restoring a 1967 Volvo 122 S and retracing the original Shell 4000 Rally across Canada, with a stop at the CHGP at Mosport, which was a "Special Stage" in the rally years ago. Their story inside!



Founding member and former president of VARAC Phil Lamont has been involved in motorsport as everything from racer to track manager at Mosport. His gripping story inside!



# Coast To Coast in a 1964 Volvo 122 S



The Canada 5000 is a really cool automotive adventure, centered around a 5000-mile drive across Canada in a vintage Volvo 122S, reliving the famous Shell 4000 Rally that ran across Canada in the 1960s. Following various routes of the original Shell 4000 Rally but stretching it out to total 5,000 miles across eight Canadian provinces, Dave Clark and Dave Myers will be driving a 1967 Volvo 122S, which they found and restored. They will be making a special appearance at the **2015 Canadian Historic Grand Prix**, honouring the Special Stage at Mosport which was once a part of the original rally. Clark will be documenting the whole experience and interviewing some of the drivers and co-drivers who ran the original race, people like Reg Hillary and of course, Diana Carter, winner in a Volvo of the Coupe des Dames in 1964 and 1965. This ambitious project is also designed to raise money to help fight Alzheimer's Disease.

Volvos had incredible success in the original grueling rallies. A total of 43 entered and the Volvo 122 won the overall rally twice, in 1964 and 1965, with three class wins, a second overall finish, a third overall finish, two fourth overall finishes, also winning two Coupe des Dames.

Follow the Canada 5000 here: <http://canada5000.ca/>

*Below: Diana Carter and Gillian Field unstuck their Volvo 122S in the 1964 Shell 4000 to finish as winners of the coveted Coupe des Dames.*



# B.E.M.C.



Clockwise from above:

1. Dave Margolese and James Sutherland.

2. Douglas Kurtin, Mike Steplock, Andrew Atkins.

3. Al Fergusson's E-Type Jaguar.

4. Andrew Atkins and John Cooley had some good racing together...





## B.E.M.C.

Top: Andy Januszewski,  
Gord Ballantine, Derek  
Fawcett. Right: Tim  
Sanderson wrassles the  
prestigious B.E.M.C.

Dunlop Trophy!

Below: Let's Get Ready  
to Ruuumble...

Above: Gary Allen's car  
lasted longer than his  
wonky back.....oh,  
please, he'll be fine....





## Test & Tune

More than 30 cars and  
sunshine on April 19th!  
Well done, all!

*Photos by Darlene Henderson.*



## *Phil Lamont*



*Your Pit Signals Editor had the opportunity recently for a chat with one of VARAC's founding members, Phil Lamont, at right. Phil's lifetime of work experience has been varied, though with one common theme. It seems that every step had something to do with cars, from working at service stations and car dealerships while attending high school and during summers to becoming a shift manager at a busy service station in Toronto's Kingsway area at age seventeen. Phil attended his first sports car race at Edenvale in the mid fifties and the bug was planted... while working as a junior ad salesman at the Toronto Daily Star Phil assisted his friend, Jack Boxstrom, preparing a Morris Minor for racing in 1960. Jack then purchased a 1955 Lotus IX and Phil did most of the restoration & preparation of the car, which ran in early Mosport Player's 200's, the Canadian Grand Prix, and other races.*

*"So then it was time for you to get a race license in 1962, ...how did that go, Phil?"*

*"It was an experience! I ran my first race at Greenacres in the Lotus IX. I went very fast, crashed, then stayed up all night repairing the car, so that Jack could race it in the National event the next day! "*

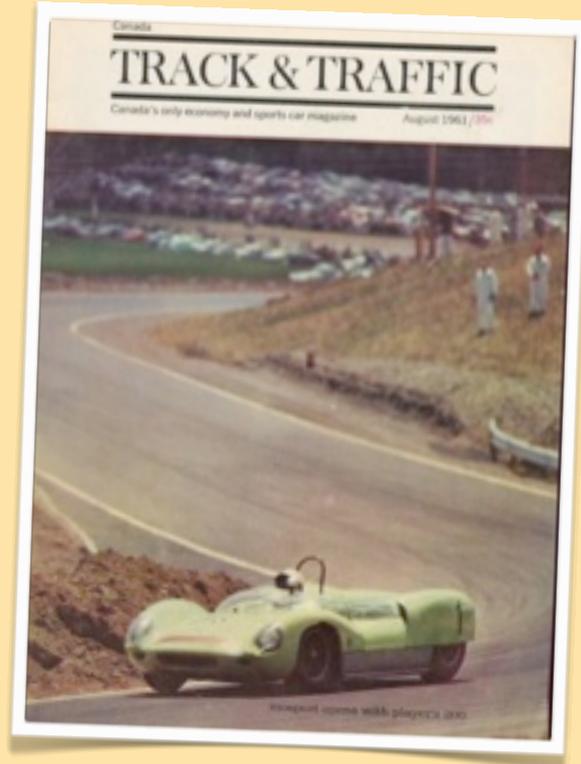
*"You also worked with Diana Carter on her race cars..."*

*"Yes, in 1963-65 I assisted Diana, one of the most successful women race drivers of the time. I worked as mechanic/team manager on her ex-Eppie Wietzes Sunbeam Alpine, it's now owned by VARAC's Allen Weller. I then helped build a Volvo Canadian (Ex-Shell 4000 cross-Canada rally car) into a road racer which Diana successfully sedan-raced for a couple of seasons."*



*"In 1965 you joined Cantrack Publishing/  
Cantrack Printing Ltd. as advertising  
manager..."*

"Yes, I sold ads in Canada Track & Traffic & Automotive Times magazines and also sold job printing. The principals of the company were Irwin and Charlotte Fineberg, (Charlotte's brother was Norm Namerow) Jerry Polivka and Rene Berthau, assisted by Harvey Hudes and Bemie Kamin. They purchased Mosport Park and set up Cantrack Motor Racing Limited to operate the track. During the first season (1966) I was responsible for selling pit and fence advertising signs, program advertising and race sponsorship in addition to the magazine advertising."



## Sports Cars Unlimited

"One of my largest retail advertising accounts was Sports Cars Unlimited (and Lotus Canada) owned by Ted Slavens and Bill Brack. I was responsible for the creative development of a lot of their advertising...."



Bill Brack's "Hot Wheels" Mini Cooper.

"Later Bill Brack asked me for help in finding a sponsor to help with his ambitious racing programs. We were able to get Mattel Toys (Hot Wheels) to sponsor both our Lotus 41C Formula B car and Bill's amazing Mini Cooper.

Part of the sponsorship deal involved our designing, building and operating a traveling display and sales demonstration team to introduce Hot Wheels across the country in shopping centres, etc. (We cleverly scheduled their product introduction to coincide with our racing team's arrival in each market to appear at the local Canadian Road Racing Championship event.) It was a highly successful program for us and for Mattel."

"I then was appointed Track Manager of Mosport Park. Canada's first world-championship Formula One Grand Prix was held at Mosport that year, as well as USAC stock car, Indy car, and CAN-AM races. You can imagine that there was a lot to do; I was responsible for the complete operation of the 500 plus acre physical plant, in addition to advertising sales. I also worked as P.R. advisor and writer in Mosport's campaign against the Toronto Telegram's proposed Indy Car race at Toronto's Exhibition Place."

*"Boo, Phil! Now we know who to blame!"*

"Well, hey! We were trying to protect Mosport!"



(Above) Bill Brack in Lotus 49B – 1968 Canadian Grand Prix at Mt Tremblant

*"Phil, you and Bill Brack worked very successfully together...."*

"Yes, I had a lot of fun as Bill's Team Manager, sponsor hunter, and publicist, traveling extensively throughout North America as Bill contested Formula B, Formula A, and Formula 5000 U.S. and Canadian championships. I managed to negotiate a drive for Bill at the Coca Cola USAC Stock Car race at Mosport. He finished third, we actually made money on the deal!

Below: Bill Brack's Lotus 43, built to Formula A specs with Bartz Chevy V-8 installed.



Another highlight was helping to negotiate a Formula One drive for Bill (above) with Team Lotus in 1968 Canadian Grand Prix and later with BRM in 1969 Canadian GP."

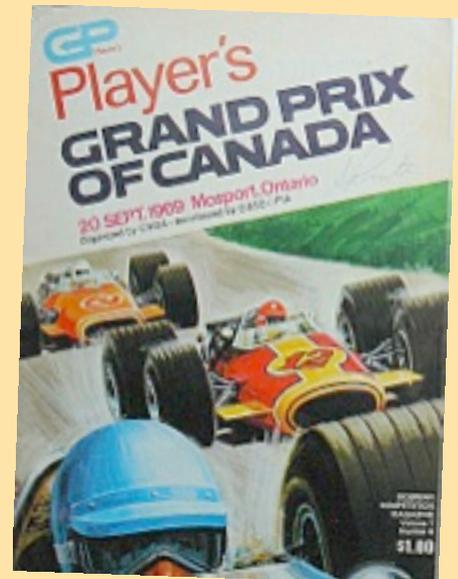


*"Phil, how and when did your relationship with VARAC begin?"*

"I think it was in 1976 that I was contacted by Jack Boxstrom about the formation of the Vintage Automobile Racing Association of Canada. (I was VARAC member number 6.) I was appointed Chairman of the VARAC Eligibility Committee in 1978 and elected President of VARAC in 1979. I served as VARAC President for three years and during this time we arranged sponsorship of the VARAC International Vintage Racing Festival by Carlsberg (Carling O'Keefe). These were highly successful promotions involving National television coverage of the three day event (CTV - Wide World of Sports) and of course, the appearance of Stirling Moss himself as a special guest." (PHOTO) Another highlight was the organization of the first Vintage support race at the Canadian Grand Prix.

*"You also served for a number of years with CASC..."*

"Yes, in 1979 I was invited to join the Board of Directors of the Canadian Automobile Sports Clubs - Ontario Region (CASC-OR). I served as a Director (Vintage) and as a member of the Region Race Committee until elected Director of Racing (CASC-OR) in November 1983. I was responsible for all road racing activities in the region, and a member of the National Race Committee. This term ended November 1985 and I did not stand for reelection, but I was on the board of CASC in various capacities from 1979 to 1985 and was Chief Instructor and organizer of CASC-OR school for race drivers."



"In 1986 I was asked by CASC to help start up the proposed General Motors Showroom Stock Series and Lamont Advertising was retained by both General Motors and the Player Challenge Series to produce advertising and communications for the series. I worked on the Player's Challenge Series events as a Steward, and as a Scrutineer. That was a very competitive series and their officials credited CASC's strong judicial system with keeping the showroom stock series under control, which wasn't easy!"

"There have been quite a few cars in your race career..."

"Yes, lots of cars and lots of wonderful people! I started restoring a Cooper Norton Mk. XIII in 1977, then owned by Jack Boxstrom. I met the great Alec Purdy in the process, and learned a lot from him. First drove the Cooper in 1978, then bought it from Jack, I still have the car. (Photo at right)



My Cooper Norton Mk XIII 500cc F3 (above)– another win at Shannonville (that little car loved the early short track!)



Jack Boxstrom found this Lotus 18 (above) for sale in Massachusetts and I bought it in 1977. I'm still happily racing this wonderful car!



I drove this Maserati 250F for part of an Enduro at Mt-Trembant...in the rain....

*"You must have made many good friends through racing...."*

"Yes, my good friend Oliver Clubine and I purchased a Mk. 20 Mallock Sports Racer and I ran that in the Canadian Endurance Championship in the mid-80's. In the late 80's I bought a Caldwell D9, restored by Ollie's son David Clubine - I think it was his first restoration job, more or less on his own. He did a great job. It was a very nice car but not as much fun to drive as the Lotus 18, so I sold it to Jeremy Hinchcliffe, father of Indy Car racer James. The Clubine family - what can I say.... I met Ollie through VARAC - he was the treasurer for years. I learned a lot from him - both on and off the track. Some of my most memorable races were he and his Lotus 6 and me in my Cooper Norton. Oliver had more experience than anyone! If there is a difference between us - I love to drive - he loved to race. Anytime I can get in my car and be allowed on a race track, I'll go. Oliver seemed to prefer good competition - a reason to race. Sadly we lost Oliver in 2014. His son David grew up at racetracks. I recall he, Jon Hirst and the Baker and DeMaria boys playing with toy cars in the paddock at Shannonville. David has become a very talented racer, engine-builder, team operator and businessman. The whole family continues to be a large part of our operation, and David is Vice-President of Vintage Tyres Limited. "

*Tell us more about Vintage Tyres ..."*

"I had started importing tires in small quantities on a nonprofit basis for VARAC members in 1980. P. R. Lamont Racing was appointed the Canadian distributor for Dunlop (U.K.) Vintage Racing Tires in the mid-eighties. Vintage Tyres Limited was incorporated and appointed the distributor of Dunlop Vintage and Contemporary Race Tyres and tubes in North America. Vintage Tyres expanded to offer wheels, and classic and restoration tires for road cars. We became exclusive tire supplier to the Canadian Formula Ford Pro Championship and to the Motorola Cup Championship for Street Stock cars. This involved a lot of work providing at-track sales and service, so I decided to close Lamont Advertising Ltd. and continued to build the Dunlop share in North America, with increasing focus on contemporary racing tires. Working with our USA dealers we pursued business in the American Le Mans series and the newly formed Grand American Road Racing series. We became sole suppliers to Grand Am GT and SR classes for three years: 2002 - 2004.



Above, with the Lotus 18. Below: Back in the day...Loading the Cooper on my double-deck Don Parker trailer. Left to Right: David Clubine, Oliver Clubine, Duncan Baker, Diana Lamont up top, Jeremy Dale observing...



*"How has your family handled all this racing?"*

"Over the years my constant principal supporter and crew has been my youngest daughter Diana. She still tries to attend the few races my schedule allows each year. My other daughters Elizabeth and Andrea came to the races in the early 80's with my wife Chris. They still support what I do, but are not as addicted as Diana and I. Diana worked with me at Lamont Communications Group and has worked with me at Vintage Tyres Limited since its incorporation in 1990."

*"You've met some interesting people through racing..."*

"Yes, I've met so many wonderfully talented people and I do miss seeing many of them since our move to the East Coast - but it has its pleasures, too. I own a vintage 1946 Taylorcraft sedan cruiser, (below) and I serve as Secretary Treasurer of the South West Cove Yacht Club. There is wonderful community spirit down here and I find time to serve as Secretary of the Ocean Swells Community Centre in Northwest Cove, and am a Commissioner and Treasurer of our local Volunteer Fire Department."



*"It's been a really busy and interesting life, Phil, any thoughts of retirement?"*

"Actually I had planned to retire from racing in 2013, and I offered my truck/trailer rig and my Lotus for sale, but during that season I rediscovered the joy of racing with accomplished drivers in cars of similar capabilities. I had great Formula Junior races at Mosport, Lime Rock, Watkins Glen and COTA - the new Formula One circuit near Austin Texas. The competition spurred me on setting lap times equal or exceeding my best performances since first racing my Lotus in 1987. Then in June of 2014 Monoposto Racing presented me with "The most Improved Driver for 2013". And Sir Stirling Moss presented the coveted Charlie Gibson Award to me at the Lime Rock Vintage Festival, Labour Day 2014. It is awarded to racers who

represent Charlie's approach to road racing, transport and prepare their own cars, and drive them competitively. So no retirement plans at present!"

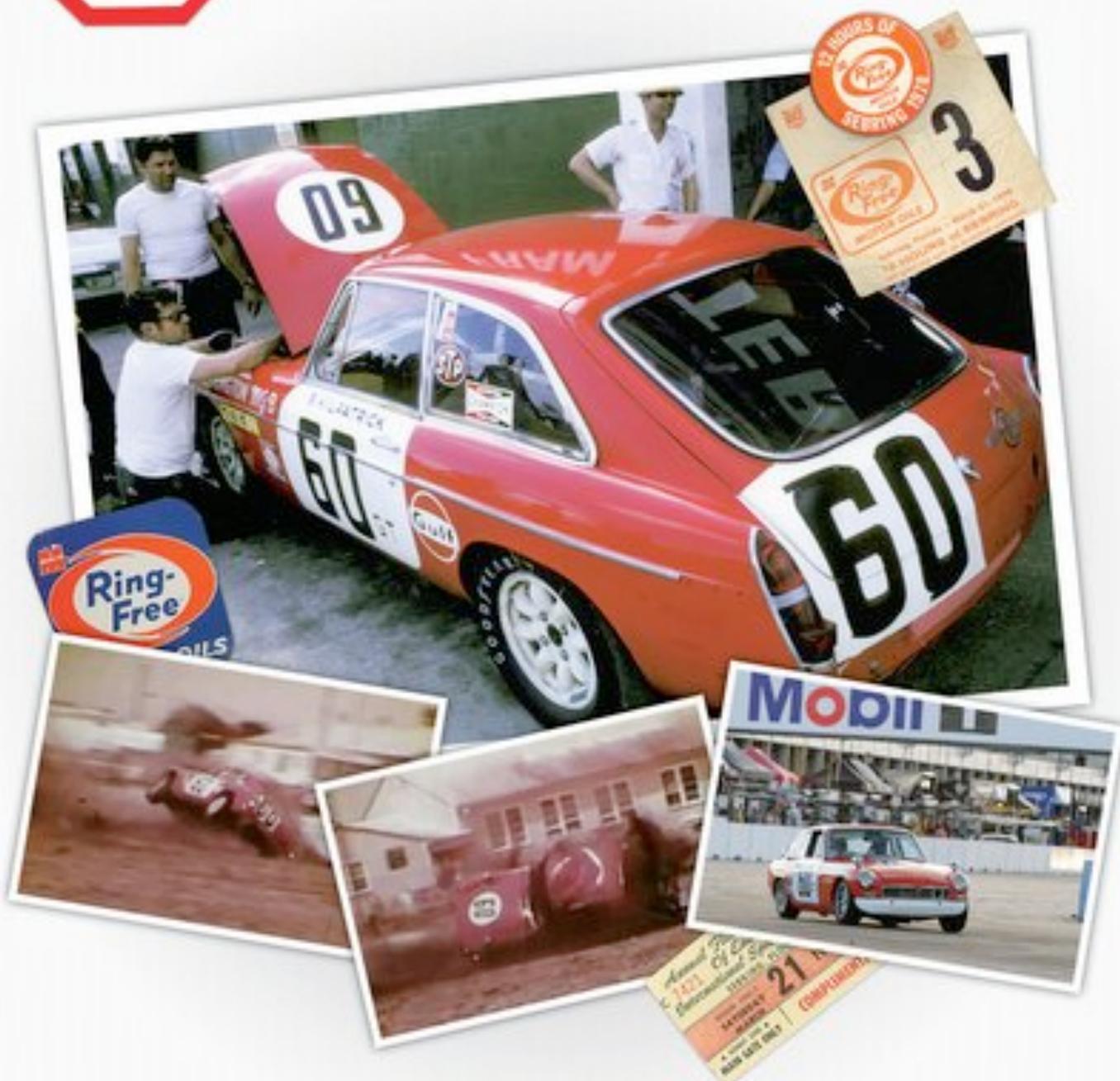
**Phil is "Re-Tiring" not Retiring.**

At left, Phil is hard at work but still able to find a moment to chat to "old pal" Bill Brack, who reminds us that he is actually four days younger than Phil....





# 1967 MGB GT BMC USA WORKS COMPETITION CAR



Dear Editor, I thought VARAC members might be interested to see my ex-Bill Brack 1968 Sebring GT, now back on the track! After years of detective work, the car was located in Pennsylvania, and I brought it back here to British Columbia. It had been raced for many years in SCCA, and was quite thrashed when it was put away in about 1983.

The photo below shows it as raced in the Targa Florio. I took it back to the Watkins Glen SVRA Vintage Grand Prix in September 2014, and it was a big hit! (Photo bottom right.) I have the names of all the Works Drivers on the car, and tried to do a sympathetic resurrection of the car, as I intend to race it often.



The car started life as a Mineral Blue GT, owned by a manager for BMC USA, in Leonia, NJ. When the parent company, BMC UK entered a GT for the 1967 Sebring 12 Hour International Championship Race, this GT was converted to racing specs by BMC USA for use as a "Driver Familiarity" car by BMC UK team drivers Paddy Hopkirk and Andrew Hedges at Sebring, until the BMC UK Works Competition car arrived. After Sebring, this car was "gifted" to Herrington Motors, and raced in the USA. It was then entered in the 1969 Sebring Race as a "Reserve" car, and ran in the 1970 Sebring Race, driven by Robert Kilpatrick. The car was quickly painted in Blaze Red for this race.

During the race the right rear wheel "exited" the car, which proceeded to barrel roll down the track. This event was captured by the Wide World of Sports TV broadcast. Driver Robert Kilpatrick escaped the wreck relatively uninjured. The car was subsequently stripped and the shell was hung above a bar in New York! When the bar burned down, Kilpatrick recovered the shell and re-built the car. This car had an extremely long and successful SCCA career, with many drivers, and has now been returned to its original Sebring condition. It made a very successful return to race at the iconic Sebring track in 2012.



*Cheers!*  
*Ralph Zbarski. Vancouver.*

## "My 1970 Formula Ford Championship Season.."

Gary Magwood chats with Pit Signals editor Jeremy Sale.



JS. "Gary, this is such a great photo of you and Craig Hill, you guys look pretty pumped, what do you remember about this race?"

Gary. "The photo was taken by Hans Gulde at the 1969 Canadian Grand Prix, after the Formula Ford race, Craig won in his Lotus 61, I was second in my Merlyn. The prize money was a grand for first! Craig and I went at it for about 20 of the 25 lap race...swapped the lead almost every lap. Anyway, a couple of laps from the end we both knew whoever was in second on the penultimate lap would probably win by drafting past on the straight. I made the mistake of watching Craig too much in my mirrors and not getting on with opening up a gap so he couldn't draft me ...I was so intent on what Craig was doing that I drifted onto the shoulder just before the hump and had to lift for a second ...that's all it took for Craig to blow by me and pick up the grand!! This was a lesson I put to good use many times subsequently ...focus ahead, not behind!" *(continued)*

JS. "In 1970 you won the FF championship, tell us about that."

Gary. "I had successfully campaigned the Merlyn Mk11A Formula Ford in the photo under the Redex banner. Formula Ford was just gaining acceptance in Canada at this juncture. A few Lotus 51s had made it to this side of the Atlantic and they were cleaning up in Canadian Formula Libre events, as the F3 and Canada Class single seaters were simply outclassed by the simplicity and affordability of new FFs. The Brits had established a one thousand pound sterling limit on all FFs, which were now being produced by at least a dozen upstart manufacturers. I was able to sell a brand new Merlyn Mk11A for \$2995.00 ready to race in 1969! I had enjoyed a great season in 1969 with my Merlyn, becoming the Canadian distributor for Merlyn with my new enterprise, Gary Magwood's RaceEquip, the first full-time race shop in Canada."

JS. "But then you decided to switch cars..."

Gary. "Yes, as a result of my 1969 successes with the Merlyn, I received a call from David Lazenby, an ex-Lotus F1 and Indy Car mechanic in the fall of 1969. He had just penned his first Hawke FF and offered to ship one over to Toronto for my appraisal. The DL1 was an interesting wedge shaped design and Lazenby was a smooth talking charmer who offered RaceEquip distribution for all of North America if I wanted it! Yes, I did, and I sold the first car very quickly."

JS. "Lazenby was an interesting character; he had been Jim Clark's race mechanic, preparing his Formula One and Indy 500 cars and part of the team helping Clark win the 1965 Indy 500. At the end of the 1968 season he resigned from Lotus and started his own race car business. He worked out of a small workshop in the cozy parish village of Nazeing, near Waltham Abbey and apparently shared the shop with an old hawk, and so he appropriated and modified the word "hawk" as a trade name. So Gary, tell us what transpired with the Hawke outfit."

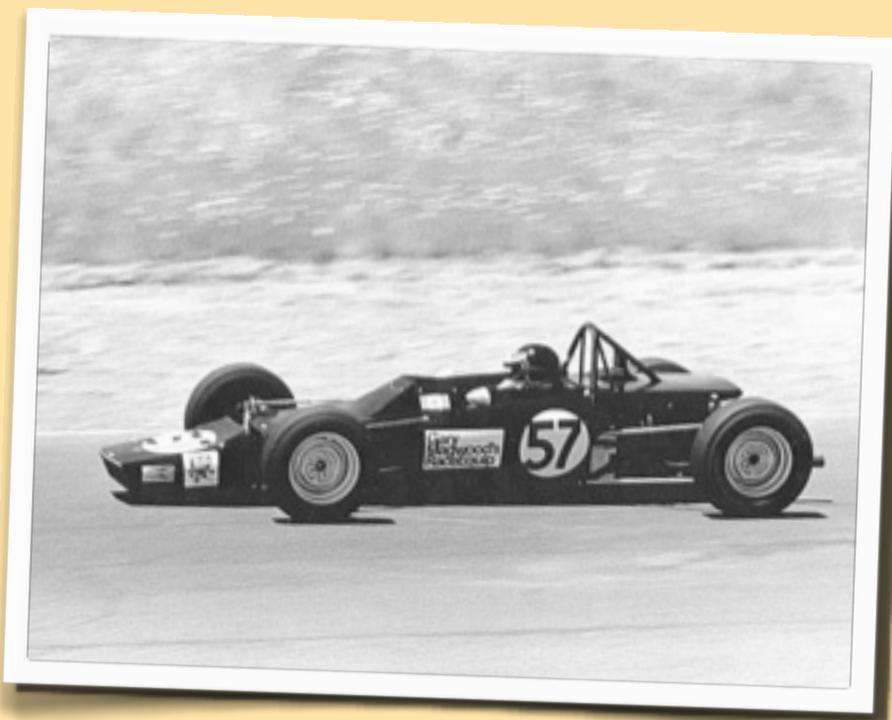
Gary. " Well, I had several discussions with David and convinced him that we should run a "factory" car in the 1970 Regional and Canadian Championship races and in as many SCCA Nationals as possible.

Unfortunately there was the usual problem of course, money! I was bereft of the necessary funds, having just started RaceEquip and was struggling to establish the idea of a professional, full-time race shop in Canada."

"Then, as the fates would have it, a rather interesting character wandered into my Scarborough shop: Rick Shea, an American "carny" who built and operated rather suspect "hand writing analysis" machines at the Canadian National Exhibition, in Toronto. Rick was surprised that I didn't have a "ride" for 1970 and he offered to finance a new Formula Ford for me! Wonderful, but now time was ticking away quickly. The decision to order a Hawke FF DL2A was made only a month ahead of the June Can-Am race at Mosport. Lazenby had tweaked his original DL2A design, lightened it up and tidied up the bodywork. We hastily ordered the car."

JS. "So you had to get cracking..."

Gary. "Yes, just two weeks before the Can-Am, a crate arrived for me at Toronto's Pearson Airport, it contained a sleek, black-bodied DL2A race car. We were short of time, desperate to get the "knocked down for shipping" car back to my shop, but, just to complicate matters, the car had been shipped sans wheels, at my request, because I already had a substantial stock of Cortina rims. Without wheels the customs guy thus decided that it was not a "complete car" and should be rated at "car parts"; a completely different tariff, with far more paperwork required! I pleaded my case, even threatened to build the car in the customs shed and drive it out at one stage! Finally, after a few Can-Am passes had changed hands, the car was released." *(continued)*



Gary "I had already hired ace mechanic Louis Martin, from McCaig Racing and he had been busy massaging an engine in preparation for the arrival of the chassis. We had the car made ready in time and to make a long story short, I won the prelim to the Can-Am and then went on to win something like 16 races in Ontario and Quebec, including Three Rivers, for the third time, a second at Lime Rock, an unfortunate DNF while leading at Watkins Glen, and then the all-important four race Canadian FF Championship."

JS. "What a great year...you must have been happy."

Gary. "Yes, it was a dream season. The car and engine combo was flawless. Louis Martin was a master engine tweaker and my small crew kept an eye on the competition during practice and qualifying, so I could optimize my time on the track and be able to respond to any challengers for a front row grid position, my philosophy being that it is always easier to win from the front of the grid than from the back!"

JS. "And we are very happy that you will be returning to the scene at Mosport in 2015..."

Gary. "Yes, I have been invited to be the Grand Marshall at the 2015 Canadian Historic Grand Prix at Mosport, June 19-21. VARAC will have Formula Ford as the featured marque this year. It's going to be great! I am really looking forward to it!"





## Hardtop for 1974 MGB

Asking \$300 or best offer

Located in Guelph, can be seen by appointment

Contact John call or text 519-808-6452

Email: [johnruitenbeek@rogers.com](mailto:johnruitenbeek@rogers.com)



## Crossle 30F Formula Ford

The car has a complete and interesting Canadian history, starting with the Bulova series in 1976 and Nigel Gough. At one point, it was restored with a Pulsar frame (confirmed by Bob McCallum, the original builder of the frame). The car has just been completely restored and prepared for a return to the track, except that the bodywork (in very good condition) was left in its original livery circa 1980. Perfect for running the Formula Ford feature race at the Canadian Historic Grand Prix! Delivery is available to the Northeast and track support could be available for the first race weekend. Asking US\$15,000. Please contact me at [mastengregory24@hotmail.com](mailto:mastengregory24@hotmail.com) for more details. The brief for the project was, in my interpretation, to retain the look, feel and character of the car as raced in 1978 - 1980. To that end, I decided to do what amounts to a "deep race preparation" to modern standards of safety, while retaining as much of the original car as possible. Many parts were cleaned and reused where they might have been replaced with newly fabricated parts in a true restoration. Other good used parts were sourced from a recently decommissioned period Formula Ford. My goal was to have the completed project look and present like a well maintained car properly prepared and ready for it's next race having last raced two weeks prior, not like a brand new restoration. Clean, neat, safe and with appropriate patina.

Photos: <http://s278.photobucket.com/user/cch...lsar%20chassis>



### 1972 Honda 600 (two cylinder)

Complete but not running. My wife drove the car until 1978/79. It's been parked in the garage since then. Needs work on the rocker panels. Have the original bill of sale. Make me an offer! Peter Henderson, 905-839-4931. Pickering, Ontario. [phenderson0307@rogers.com](mailto:phenderson0307@rogers.com)

### TRAILER WANTED

I am looking for a tandem axle open car trailer. Please contact with any leads. Thanks. Stephen Burnett 612 544 7857



### **GINETTA G4 BODY**

Brand new fibreglass Ginetta G4 roadster body for sale. Original fiberglass mould flashing has not been trimmed, never been drilled or mounted. Body is BRAND NEW. You can see in some pics the flashing still needs to be trimmed. I am looking for \$1600. for entire assembly. All I have is the body, I seem to have all of the pieces. Located North of Bradford and South of Sunset Speedway, just off Hwy 11. Contact me at: [rdsgwilson@yahoo.ca](mailto:rdsgwilson@yahoo.ca). Rick Wilson.



### **1969 TVR Vixen**

Vintage race car. This car is built with the best of everything. Full race motor 170HP c/r gearbox. Engine professionally built. Car races on west coast. CACC/SCCBC log book. \$20,000 USD or \$25,000 CDN. Phil Roney, Surrey.BC V3S 7X1 Office 604 576 2876 Email [phil@symmetricmachining.ca](mailto:phil@symmetricmachining.ca)

I am offering for sale the following; New Dave Hedley cylinder head with valves marked .030 Weber carburetor with manifold Exhaust header.

Price \$2000.00 for the lot. Ed DeLong cell 905-516-6353

### **1974 Alfa Romeo GTV Race Car**

Asking \$30,000 CDN - \$25,000 US  
Custom-built steel trailer: \$2,500 CDN

This is a 1974 GTV was built from 2001 to 2004 to historic SCCA 1972 Trans-Am B Sedan specifications. The car has finished in first place at its last three events: Sandia (SWMS) June 2010, Las Vegas (VARA) October 2009, and Sandia August 2009.



The suspension is fully built for racing with #1300 front springs, a front sway bar system mounted behind the wheels, a custom panhard bar, and adjustable sway bar at rear. Carrera racing shocks were setup by Paul Spruell. Rear links are reinforced and lightened with heim joints replacing the original rubber bushings, and all front suspension bushings are racing quality. The body is seam welded. Sparco racing seat. Dropped and welded spindles by Jack Beck Custom, aluminum racing radiator. All fuel and oil lines AN fittings and braided SS lines, 15 gallon Fuel Safe fuel cell, dual fuel pumps with fuel filter, press gauge in engine compartment. Full instruments including 2-stage tach, circuit breakers, etc in aluminum dash. Remote oil cooler. Bump steer reduced to zero. Lexan windshield, rear and ¼ windows. The low hour engine was built by Terry Tinney and dyno'd at 202 HP. It breathes through DCOE 48 carbs, and features Cosworth forged pistons, Carrillo forged rods, a Tilton clutch, Spruell headers, an aluminum flywheel, MSD electronic ignition, and an MSD racing distributor. The transmission is a custom Schwitters 5-speed utilizing Hewland gears in the Alfa box with all ratios changeable. An Alfaholics donut replacement is installed along with a new driveshaft. Two sets of Panasport rims with Hoosier racing tires are included.

Contact: Ken Lee - [alfa74gtv@gmail.com](mailto:alfa74gtv@gmail.com)